



69-3030 GM 2500 SST Lift Kit

IF your ReadyLIFT® product has a damaged or missing part, please contact customer service directly and a new replacement part will be sent to you immediately.



READ INSTRUCTIONS THOROUGHLY AND COMPLETELY BEFORE BEGINNING INSTALLATION.

INSTALLATION BY A CERTIFIED PROFESSIONAL MECHANIC IS HIGHLY RECOMMENDED.

READYLIFT® IS NOT RESPONSIBLE FOR ANY DAMAGE OR FAILURE RESULTING FROM IMPROPER INSTALLATION.

Safety Warning

MISUSE OF THIS PRODUCT COULD LEAD TO INJURY OR DEATH.

Suspension systems or components that enhance the on and off-road performance of your vehicle may cause it to handle differently than it did from the factory. Extreme care must be used to prevent loss of control or vehicle rollover during abrupt maneuvers.

Always operate your vehicle at reduced speeds to ensure your ability to control your vehicle under all driving conditions. Failure to drive safely may result in serious injury or death to driver and passengers.

Driver and passengers must ALWAYS wear your seat belts, avoid quick sharp turns and other sudden maneuvers. ReadyLIFT Suspension does not recommend the combined use of suspension lifts, body lifts, or other lifting devices.

You should never operate your vehicle under the influence of alcohol or drugs.

Constant maintenance is required to keep your vehicle safe. Thoroughly inspect your vehicle before and after every off-road use.

It is the responsibility of the retailer and/or the installer to review all state and local laws, with the end user of this product, related to bumper height laws and the lifting of their vehicle before the purchase and installation of any ReadyLIFT products.

It is the responsibility of the driver/s to check their surrounding area for obstructions, people, and animals before moving the vehicle.

All raised vehicles have increased blind spots; damage, injury and/or death can occur if these instructions are not followed.

Installation Warning

All steps and procedures described in these instructions were performed while the vehicle was properly supported on a two post vehicle lift with safety jacks.

Use caution during all disassembly and assembly steps to insure suspension components are not over extended causing damage to any vehicle components and parts included in this kit.

Included instructions are guidelines only for recommended procedures and are not meant to be definitive. Installer is responsible to insure a safe and controllable vehicle after performing modifications.

ReadyLIFT Suspension recommends the use of an OE Service Manual for model/year of vehicle when disassembly and assembly of factory and related components.

Unless otherwise specified, tighten all bolts and fasteners to standard torque specifications listed within the OE Service Manual.

Suspension components that use rubber or urethane bushings should be tightened with the vehicle at normal ride height. This will prevent premature wear or failure of the bushing and maintain ride comfort.

Larger tire and wheel combinations may increase leverage on suspension, steering, and related components.

Due to payload options and initial ride height variances, the amount of lift is a base figure. Final ride height dimensions may vary in accordance to original vehicle ride height. Always measure the vehicle ride height prior to beginning installation.

Important Notes

Torsion Key Unloading Tool is necessary. ReadyLIFT SKU: 66-7816A

Factory torsion key part# 84461807 reuses factory adjustment bolt.

Factory torsion key part# 84634344 use provided adjustment bolt.

When setting the torsion key adjustment bolt do not exceed **27.25"** from the wheel center to the fender edge. Exceeding this will create a top off condition, meaning the suspension has little to no down travel. The result is poor ride quality, and premature failure of components.

A lifted vehicle may have different headlight aim performance. ReadyLIFT recommends marking and recording the headlight beam position before kit installation and then adjusting, if necessary, the headlamps to the same height settings after kit installation. Set the vehicle on a level surface 10' to 15' from a solid wall or garage door. (This is a general distance with some manufacturers requiring different distances.) Note the top height of the low beam's bright spot, the top of the most intense part of the beam, for driver and passenger side. Height may vary from side to side. Repeat this procedure and adjust after lift kit is installed. Adjust if the aim is off by turning the adjusters gradually (a quarter of a turn) and looking to see where the new alignment falls. It may be easier to block one headlamp while adjusting the other. Consult the owner operation manual for procedures to adjust headlights - many automakers offer headlight aiming specs. Some states have their own specifications when it comes to headlight aim, so it's best to follow those rules when aligning headlights.

This suspension system was developed using a **35x12.5"** tire with **22 x 10"** wheel and a offset of **-18**. This wheel and tire combination requires light trimming of the fender liner felt, and mud flap. See page 12 for trimming details. Factory wheels can be used but are not recommended with tires over 11.5" wide.

The stock spare rim can be run in an emergency - exercise extreme caution under stock spare tire operating conditions. Please note that, if running the spare factory tire, it is done for short distances and a speed not to exceed 45mph or damage to differentials may occur.

RECORD HEAD LAMP MEASUREMENTS

Driver Before	Driver After	Passenger Before	Passenger After

VEHICLE RIDE HEIGHT MEASUREMENTS

	Driver Before	Driver After	Passenger Before	Passenger After
Front				
Rear				

BILL OF MATERIALS

COMPONENTS	
DESCRIPTION	QTY
Torsion Key	2
Front Shock Spacer	2
Differential Spacer	4
Diff Spacer Laser Cut Washer	4
Skid Plate Spacer	4
Extended Front Bump Stop	4
2" Block Kit	1
Rear Shock Extension Kit	1
Hardware Pack	1

HARDWARE	
DESCRIPTION	QTY
Torsion Key	
M14 x 2.0 x 40 hex head zinc 10.9	2
Front Shock Spacer	
M12-1.75 serrated flange nut 10.9 zinc	4
Differential Spacer	
M14-2.00 X 130 zinc 10.9	4
M14 flat washer	4
Skid Plate Spacer	
3/8-16 x 1.50 hex bolt zinc grade 8	4
3/8 x 1.5 OD washer zinc	4
Rear Shock Extension	
M14-2.00x80 hex head zinc 10.9	2
M14 flat washer zinc	4
M14-2.00 top locking nut zinc 10.9	2



Before starting installation: ReadyLIFT Suspension highly recommends that the installation of this product be performed by a professional mechanic with experience working on and installing suspension products. Professional knowledge and skill will typically yield the best installation results.

INSTALLATION BY A PROFESSIONAL IS HIGHLY RECOMMENDED.

- A Factory Service Manual for your specific Year / Make / Model is highly recommended for reference during installation.
- All lifted vehicles may require additional driveline modifications and / or balancing.
- A vehicle alignment is REQUIRED after installation of this product.
- Speedometer / Computer recalibration is required if changing +/- 10% from factory tire diameter.
- A vehicle lift or hoist greatly reduces installation time. Installation time estimates are based on an available vehicle hoist.
- Vehicle must be in excellent operating condition. Repair or replace any and all worn or damaged components prior to installation.

*****Parts shown in red for picture clarification only*****

ReadyLIFT recommends all steps and procedures described in these instructions be performed while the vehicle is properly supported on a two post vehicle lift with safety jacks.

Otherwise, park vehicle on a clean flat surface and block the rear wheels for safety. Engage the parking brake.

Disconnect the vehicle power source at the ground terminal on the battery.

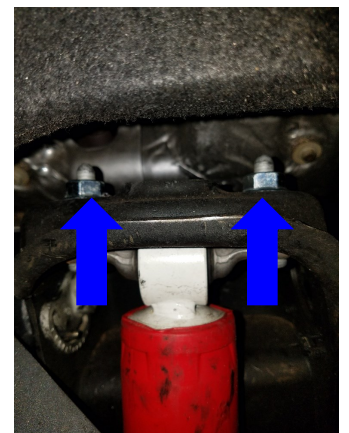
Lock the steering wheel in the straight forward position with the column lock or steering wheel locking device.

Raise the front of the vehicle and support with safety jack stands at each frame rail behind the lower control arms.

Remove the upper shock mount hardware. Discard factory hardware.



Add **shock spacer** to the upper mounting studs. Reinstall the shock to the upper mount. Use **provided hardware** torque to 45ft-lbs.



Measure and record the torsion key adjustment bolt length. Remove the torsion bar adjustment bolt.



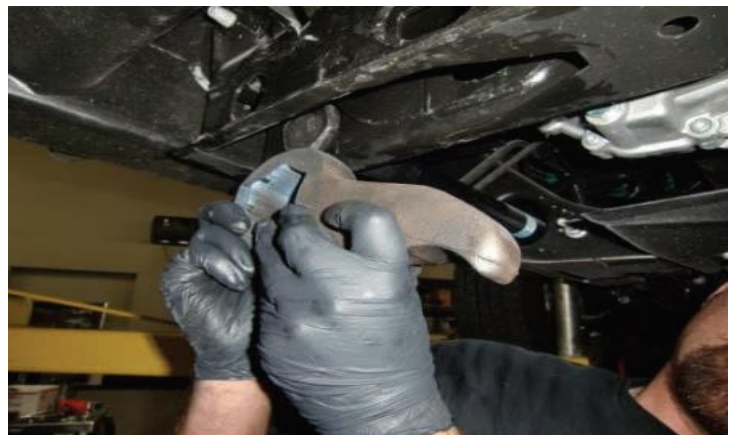
Using a torsion bar unloading tool (ReadyLIFT part #66-7816A), relieve the pressure on the torsion key cross pin. Take care as the torsion key is under extreme pressure and can cause injury and/or death if handled improperly. Always use safety equipment.



Once the keyway is adjusted high enough, remove the cross pin. **DO NOT push it through with your finger.** Always pull it out away from the keyway. Once the cross pin is out, remove the torsion bar unloading tool.



Push the torsion bar forward through the factory keyway cross member and lower control arm. You may need to use a hammer and punch on the end of the bar to break it loose from the keyway and control arm.



Install the ReadyLIFT keyway into the cross member while sliding the torsion bar into place. The tang of the keyway will be clocked slightly lower than the factory key. This accounts for the lift. Do not load the cross pin or bolt adjuster at this time. This will be done as one of the last steps.



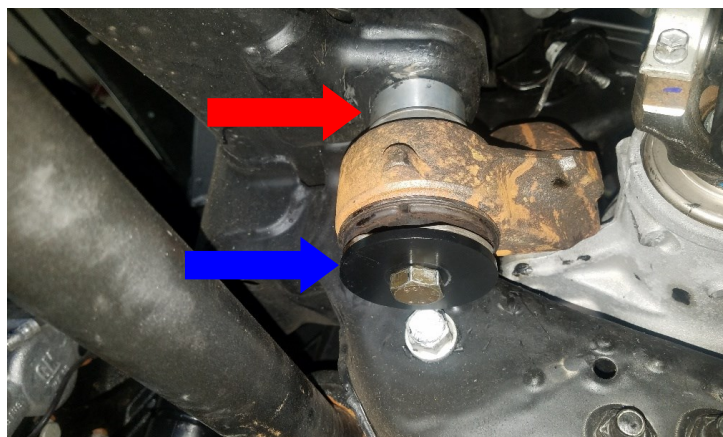
Remove the gravel guard and skid plate. Support the differential with a suitable jack.



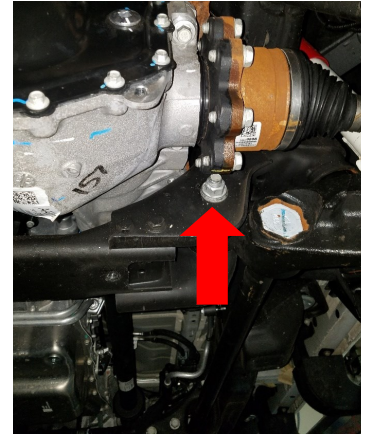
Locate the front and rear differential cradle bolts. (Total of four) Remove all and lower the differential down enough to install the differential spacers.



Install the ReadyLIFT **differential spacers** between the differential cradle and frame using the provided **bolts and laser cut washers**. Use factory flange nuts. Torque all to **95 ft-lbs**.



Loosen but do not remove the lower control arm bolts. This step is necessary to relax the bonded bushings for the new lift height. These bolts will be retighten when the kit is finished installed and the vehicle is on the ground.



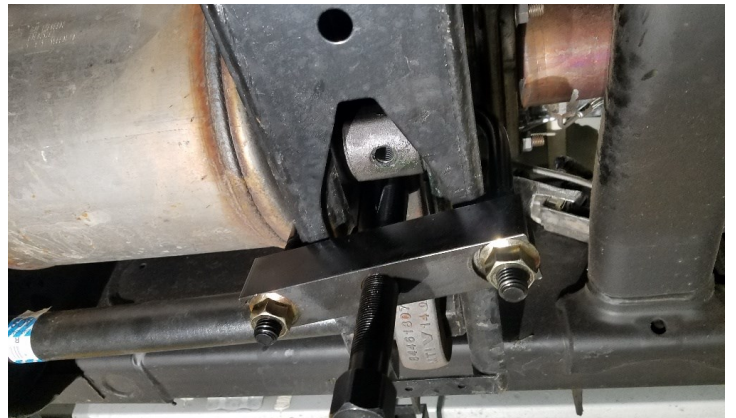
Remove the 4 control arm bump stops from the frame. Pry them out from the **lock tabs**. You may need to smack them with a dead blow hammer to dislodge them. Be careful of the rebound.



Install the ReadyLIFT bump stops. Use a soapy water solution to aid in install. You may need to use the lower control arm and a jack to "press" them into place.



Use the torsion bar unloading tool, load the torsion bar enough to install the cross pin. **DO NOT pull it through with your fingers.**



Factory torsion key part# **84461807** reuse factory adjustment bolt.

Factory torsion key part# **84634344** use provided adjustment bolt.

Remove the torsion bar unloading tool. Install torsion keyway adjustment bolt using a dab of grease on the threads and tip.



Factory torsion key part# **84634344**
Screw the torsion key adjuster bolt in until you reach the torsion key and is snug. Turn the adjuster bolt in one full revolution.

Factory torsion key part# **84461807**
Screw in the torsion key adjuster bolt in until the measurement recorded on page 6 step one.

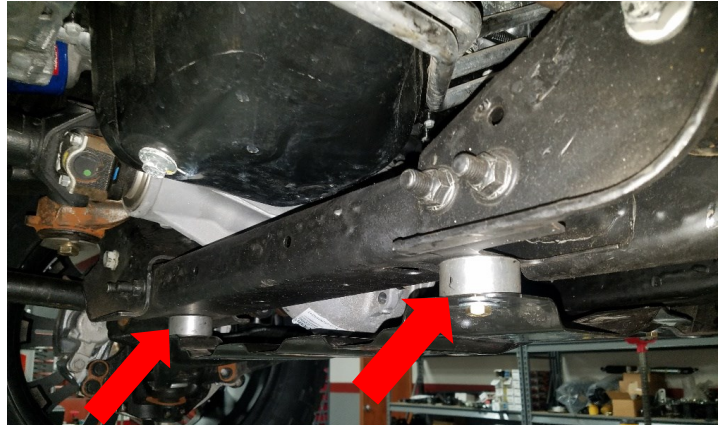
This is a good starting point for the final adjustments that will be done when the vehicle is on the ground.

Factory torsion key part# **84634344**

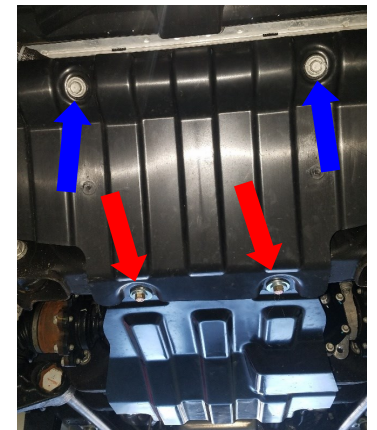
Factory torsion key part# **84461807**



Install the differential skid plate. Install the **two rear** mounting spacers, large washer, and bolts. Do not tighten at this time.



Trim the plastic gravel guard. **Cut a slot just large enough for a 3/8 bolt to slide freely**, on the lower mount that connects the gravel guard to the skid plate. **Use the provided spacers large washers and bolts to attach at the lower mount.** Hand tighten only. **Use the factory hardware** to attach the top of the gravel guard in its original position. Torque all bolts to 25ft-lbs.

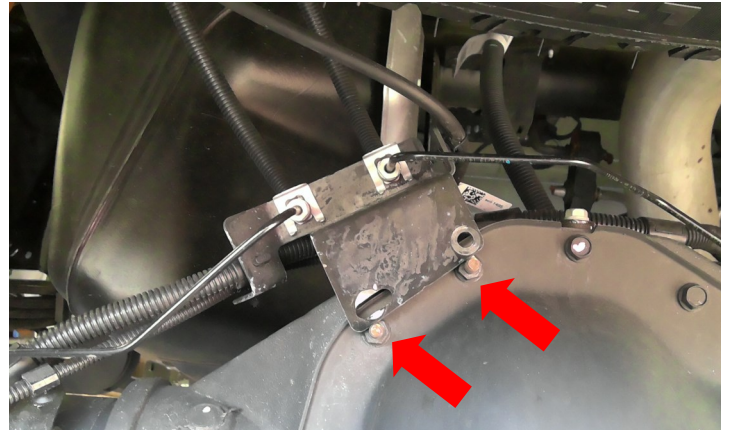


Install the front wheels and lower the vehicle to the ground.

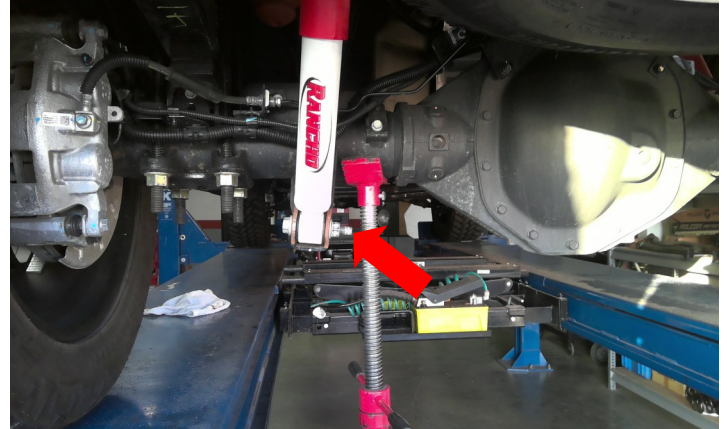
Torque the lug nuts to the wheel manufacturer's specs.

Raise the rear of the vehicle and support with safety jack stands at each frame rail in front of the spring hangers. Remove the wheels.

Remove the brake line bracket from the axle to create slack. Retain factory hardware.



Support the axle with a suitable jack. Remove the driver and passenger shocks. Retain hardware and shocks.



Loosen but do not remove the U-bolts on the passenger side. Remove the U-bolts completely from the driver side.



Lower the axle down enough to install the ReadyLIFT block on the driver side.



Raise the axle with the ReadyLIFT block installed to the leaf pack. Install the provided U-bolts and hardware. Only snug the U-bolts up enough to hold the axle in place. Repeat all steps on the passenger side. Final torque will be done when the vehicle is on the ground.



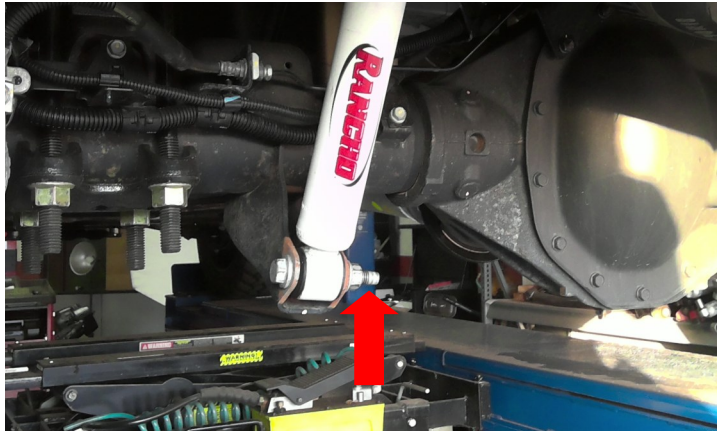
Install the shock extension using the provided M14 bolts, washers, and nuts to the top of the factory shock.



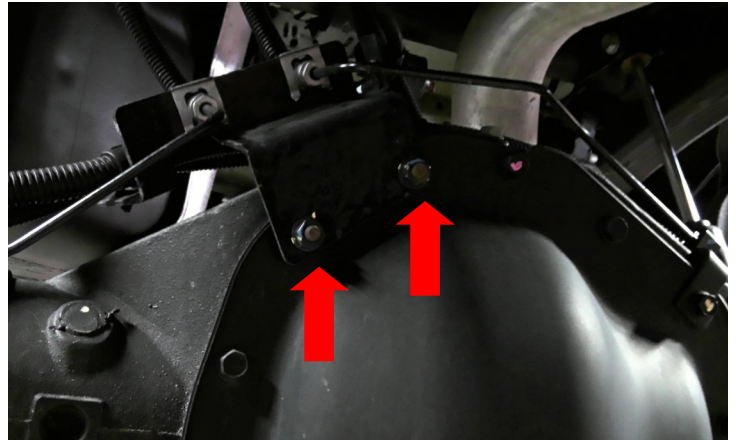
Reattach the shock to the frame using factory hardware. Hand tighten only, final torque will be done when the vehicle is on the ground.



Reattach the shock to the axle using factory hardware. Hand tighten only, final torque will be done when the vehicle is on the ground.



Reattach the brake line bracket to the axle. Use factory hardware torque to **5ft-lbs**.



Install the wheels and lower the vehicle to the ground. Torque the lug nuts to the wheel manufacturer's specs.

Evenly tighten each set of U-bolts. Torque to **110ft-lbs**. After the completion and test drive retorque the U-bolts **110ft-lbs**.

Tighten the shock hardware. Torque to **65ft-lbs**.

Reconnect the vehicles power source.

Jounce the suspension to get it to settle to the new ride height.

Check the ride height of the front end on both sides of the vehicle. Measure from the center of the wheel to the fender lip above at the 12 o'clock position.

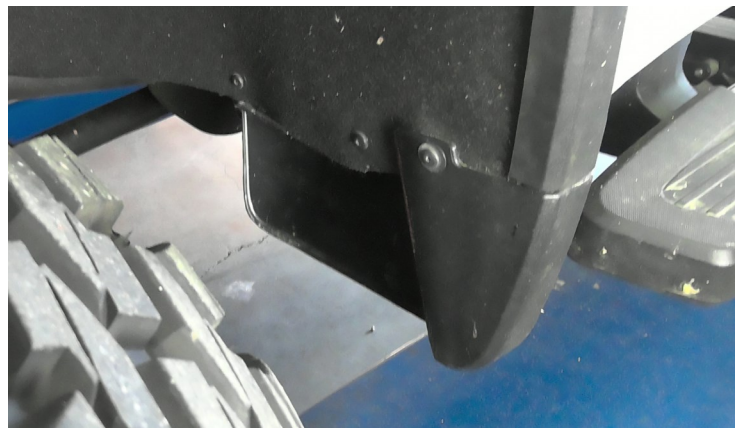
Make sure the measurement does not exceed 27.25" for 4WD vehicles. Lower the vehicle as necessary using the torsion adjustment bolts. Have a helper rotate the bolt counter clockwise to lower the vehicle until you reach the above measurement. DO NOT use an impact on this bolt while the vehicles weight is on the torsion bar. In the event the vehicles height needs to be raised, place a jack under the front cross member and jack the truck up until the front wheels are off the ground. Adjust the torsion bar bolts clockwise to raise the adjusted height. Lower the vehicle to the ground and repeat the above steps until the desired height is reached.

Once the vehicles height is dialed in, torque the lower control arm hardware to **150 ft-lbs**. Rotate the front wheels from lock to lock and verify all clearances between the tires, suspension, and brake line/ABS wires. Adjust as necessary. Have the alignment set to the recommended specs on the last page of this booklet by a reputable alignment shop.

For negative offset wheels you may need to trim the fender liner felt on the front side of the wheel.



For negative offset wheels you may need to trim the plastic mud flap on the back side of the wheel. Trim the front side of the mud flap only.





FAILURE TO PERFORM THE POST INSPECTION CHECKS MAY RESULT IN VEHICLE COMPONENT DAMAGE AND/OR PERSONAL INJURY OR DEATH TO THE DRIVER AND/OR OTHERS.

Final Checks & Adjustments

Once the vehicle is lowered to the ground, check all parts which have rubber or urethane components to ensure proper torque. Torque lug nuts to the wheel manufacturer specs. Move vehicle backwards and forwards a short distance to allow suspension components to adjust. Turn the front wheels completely left then right and verify adequate tire, wheel, brake line, and ABS wire clearance. Test and inspect steering, brake and suspension components for tightness and proper operation. Inspect brakes hoses and ABS lines for adequate slack at full extension, adjust as necessary.

RECHECK ALL HARDWARE FOR PROPER TORQUE VALUES AFTER 500 MILES, AND THEN PERIODICALLY AT EACH SERVICE INTERVAL THERAFTER.

Vehicle Handling Warning

Increasing the height of your vehicle raises the center of gravity and can affect stability and control. Use caution on turns and when making steering corrections.

Vehicles with larger tires and wheels will handle differently than stock vehicles. Take time to familiarize yourself with the handling of your vehicle.

Wheel Alignment/Headlamp Adjustment

It is necessary to have a proper and professional wheel alignment performed by a certified alignment technician. Align the vehicle to factory specifications. It is recommended that your vehicle alignment be checked after any off-road driving.

In addition to your vehicle alignment, for your safety and others, it is necessary to check and adjust your vehicle headlamps for proper aim and alignment. If the vehicle is equipped with active or passive safety/collision monitoring and/or avoidance systems including, but not limited to, camera- or radar-based systems, check and adjust your vehicle's systems for proper aim and function.

RECOMMENDED ALIGNMENT SPECS

	Driver	Passenger	Tolerance	Total / Split
Camber	-0.3	-0.3	+/- 0.5	+0.0
Caster	+3.0	+3.0	+/- 0.5	+0.0
Toe	+.07	+.07	+/-0.05	+.14